

AUSTRIAN TREATY IS READY FOR PRESENTATION NEXT MONDAY

Rear Admiral Plunkett, in charge of the fleet.

Officers of the Royal Air Force will maintain the American planes this evening at a Plymouth hotel.

The crews of the seaplanes NC-1 and NC-4 were waiting to greet their comrades of the NC-4. Smiling and smart, they arrived aboard the U. S. S. Rochester looking like men returning from a pleasure jaunt, instead of sailors of the air who had experienced narrow escapes from death in trying to fly across the Atlantic.

There was considerable excitement in Plymouth at the approach of the American planes. Crowds were out yesterday, and were disappointed when word came the machine had been forced to descend on the Monago River, Portugal. When Commander Read wired for information as to his best port within 200 miles in which to spend the night, he was advised to go to Vigo or Ferrol. He chose Ferrol, on the northern coast of Spain. While the plane remained there, the American destroyers Harding and Tarbell stood by to render assistance.

NC-4's FINAL "HOP" A DIFFICULT ONE.

The NC-4's trip to-day was a difficult one. The seaplane had to fly low because the weather was foggy and the plane was low on fuel. For the most part, the plane traveled at a height of only 50 to 100 feet above the sea.

The entrance of the American flyer into the harbor was an impressive one. Three British planes which for some time had been tuning up to go to meet the American aircraft put out to sea when it was learned she was nearing port and met her about fifty miles from Plymouth. The NC-4 and her escort circled the harbor after they had swept in, making a notable spectacle in the bright sunshine.

Lieut. Commander Read and his happy crew were immediately taken to the cruiser Rochester for the reception and then were whisked ashore for the public greeting.

Lieut. Hinton, one of the seaplane's pilots, said that with the exception of a leak in the radiator, which caused the landing yesterday, the machine had acted perfectly on the flight from Lisbon.

"The motors could not be in better condition," he added.

The Plymouth pier and all available points surrounding the harbor were packed with cheering thousands as the naval aviators landed.

The crowds that greeted the American air navigators had begun to gather early in the day. Everyone was on the alert for word from the seaplane known to be traveling rapidly toward Plymouth from Ferrol during the morning hours, but little came through to satisfy the demand for news, the wireless reports being infrequent and greatly delayed.

It was known during the middle hour, however, that the NC-4 had passed Brest and was flying well.

Whether the plane will proceed to London to-night was not known early this afternoon. It was thought probable that the crew after their voyage and the recent ceremonies would probably be too tired to make the trip.

NC-4 AVERAGED UNDER 70 KNOTS AN HOUR SAYS NAVY DEPARTMENT

Daniels Sends Congratulations to Read—Plane May Be Placed in National Museum.

WASHINGTON, May 31.—The American naval transatlantic flight which began at Rockaway Beach, Long Island, May 2, was successfully completed to-day with the arrival of the NC-4 at Plymouth, England, after a 50-day "hop" from Ferrol, Spain.

Announcement that Lieut. Commander Albert C. Read's plane, the sole survivor of the squadron of three, had reached England was sent to the Navy Department by Vice-Admiral Knapp, at London. The time given in the message, 2:26 P. M., confused officials here, who were unable to estimate the actual time of the last leg of the flight.

The NC-4 left Ferrol at 3:17 A. M., Washington time, and arrived at Plymouth at 9:26 A. M., averaging under 70 knots.

After resting at Plymouth, Commander Read and his crew will go to Paris by direction of President Wilson to give Allied officers attending the aviation conference there an account of their voyage. The NC-4 meantime probably will be taken apart for shipment to the United States. It may eventually be placed in the National Museum here.

After news came of the arrival of the NC-4 Secretary Daniels sent this message to Commander Read:

"All the people of America are happy over your successful flight, which has been an epoch-making event in the history of the world. My congratulations and greetings are extended to you and your crew. The British Admiralty has been sent by the British Admiralty through Admiral Knapp. The Admiralty's letter was quoted in the following cablegram from Admiral Knapp, received at the Department to-day:

"In a letter from the British Admiralty they state that this morning's news brings the epoch-making intelligence that the space between America and Europe has now been successfully spanned by air by way of the Azores. It is with great pleasure that your Lordships have learned of this success, and they desire me to offer their congratulations to the crew of the seaplane NC-4 and to the United States Naval Air Service of the fine achievement."

Here are the men who left Rockaway Beach, May 2 and who as a result of their success will go down in history as the pioneers in blessing an air trail from the United States to England:

Commanding officer, Lieut. Commander A. C. Read.

Pilot, Lieut. E. F. Stone.

Pilot, Lieut. (Junior grade) W. Hinton.

Radio operator, Ensign H. C. Rodd.

Engineer, Chief Mechanic Rhodes.

And Reserve pilot engineer, Lieut. J. B. Brown.

When Commander Read let his big seaplane glide down on the water in

15 BOYS FELL GUARD, FLEE ISLAND PRISON, AND ARE RECAPTURED

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Policeman John F. Sheehan dived from the launch and saved him. All the boys were taken aboard the launch and returned to the island.

In the meantime a searching party led by Fred C. Helms, Chief Police Officer, and Major William O'Keefe, Parole Officer, had discovered the hide-out place of the eight boys in the hospital adjunct. They were defiant until they were fired into the air, and then surrendered. The remaining fugitive had fallen into a marsh and sunk almost to his chin when discovered.

CAREFREE BAND, WHISTLE AND SING IN CELL.

They were a carefree lot, despite the experiences of the night and the grave charges against them. In the East 126th Street station they whistled and sang and begged cigarettes.

The boys who escaped, their ages, their home address and the offenses for which they were confined are: Louis D. Dominico, 18, No. 468 Adelphi Street, Brooklyn, petty larceny; William Grogan, 18, No. 684 Sixth Avenue, highway robbery; Henry Kelley, 19, No. 288 St. Nicholas Avenue, heroin in his possession; Angelo Spano, 17, No. 521 East 14th Street, petty larceny; Frederick Calamio, 17, No. 218 East 24th Street, petty larceny; Jerold P. Pontusco, 17, No. 418 West 40th Street, possessing a revolver; Frank Franciotti, 16, No. 634 Hamilton Street, Long Island City, petty larceny.

Frank Di Marco, 19, No. 200 East 102d Street, violation of Sullivan Law; Jacob Orgen, 17, No. 33 Attorney Street, violation of parole; Isaac Jorovsky, 16, No. 1783 Prospect Place, Brooklyn, stealing an auto; Leo Schulman, 19, No. 445 Hackman Street, Brooklyn, petty larceny; Joseph Quinn, 17, No. 87 Grand Street, Brooklyn, grand larceny; John Masole, 18, No. 284 Columbia Street, Brooklyn, petty larceny; Harry Luckasik, 17, No. 1280 Second Avenue, petty larceny; William Corlett, 16, No. 14 Lafayette Avenue, New Rochelle, petty larceny.

Dominico and the fourteen boys who escaped with him were arraigned before Magistrate Keogh in the Harlem Court this morning on an affidavit charging them with felonious assault. Chief Parole Officer Frederick C. Helms asked for an adjournment of two weeks and the case was postponed until June 16. A certificate was presented from Dr. Nelson A. Crow showing that Keogh was suffering from concussion of the brain, a possible fracture of the skull and lacerations. The defendants were held without bail.

1918 TRAFFIC CASES IN 4 DAYS UNDER "NAB 5 A DAY" ORDER

Three More Courts Needed If Farce Continues, Magistrate Hous Says at First Saturday Session.

Magistrate House and Cobb declared to-day that the extra work imposed upon the Traffic Court by the "nab five a day" order was not of importance if the safety of the streets was really safeguarded.

"But the result," said Magistrate Cobb, "is that men who make arrests to fill a quota do not take time to get clear cut cases and the Court is cluttered up with cases which must end in dismissal."

Magistrate House said: "If this sort of thing is necessary we must not only have two Traffic Courts in Manhattan, but one in Brooklyn and one in the Bronx. If the crusade continues another week the Traffic Court will be swamped and the enforcement of the law become a farce."

The court handled 918 cases in four days up to Friday and fines aggregating \$7,347 were imposed.

Magistrate House's Traffic Court was in session to-day for the first Saturday since the Court's inception three years ago. Over 100 cases were heard from Thursday were heard. Magistrate House and Cobb heard no new cases. The Traffic Court has always been known as a five-day-a-week court. Persons guilty of speeding are heard Mondays, Wednesdays and Fridays, while traffic violators come before the Court Tuesdays and Thursdays.

EX-CHIEF DEVERLY SUE.

Dr. Heimerdinger Ask Judgment on \$7,000 Note.

William S. Devery, former Chief of Police, is the defendant in a suit brought in the Supreme Court to-day by Dr. Joseph M. Heimerdinger, a chiropractor, to recover \$7,000.

The plaintiff alleges that on March 28, 1918, the former chief gave a promissory note for the sum named and has failed to pay.

Plymouth Harbor he finished a cruise of about 2,900 miles—a record over-water flight.

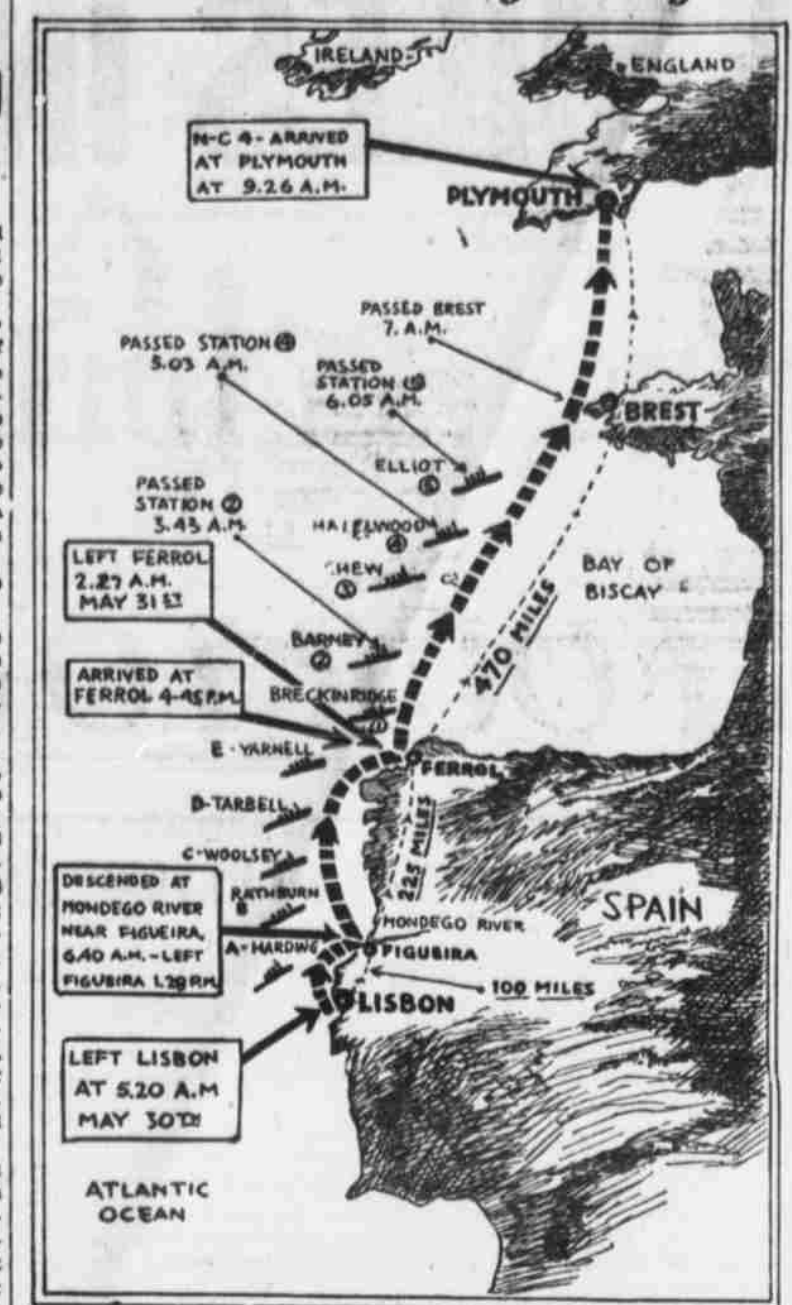
His average flying speed for the entire trip was considerably above the average speed allowed in calculating the flight.

CAPRONI FALLS UNHURT.

MILAN, May 31.—Signor Caproni, inventor of the airplanes of that name, escaped unhurt when a big triplane fell a thousand feet here to-day.

The other four occupants were injured.

Last Stages of NC-4's Flight From Rockaway to England



ADVANCE OF 50 MILES ORDERED IF GERMANS REFUSE TO SIGN PACT

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The big powers insist upon this principle, inasmuch as the responsibility for a just peace falls upon them.

Premier Paderewski of Poland, former Premier Bratianu of Roumania and other representatives of small nations presented objections to the provision of the treaty designed to safeguard racial, religious and linguistic minorities. While accepting it in principle they argued the provision would foment discontent.

Their objections will be taken under advisement by the Big Four, as well as some objections which were registered against the financial terms.

The Jugoslav delegation conferred at length with the entire American delegation with the exception of President Wilson. The conference was over the Adriatic question. No decision was reached by the conference, the Jugoslavs standing firmly for their claims. It is understood that they are less disposed than the Italians at present to give ground in the controversy.

President Wilson joined the other members of the American delegation at the hotel de Crillon at 12:45 o'clock.

The American conference discussed phases of the German peace terms, as well as the Adriatic and other pending problems.

LEAGUE OF NATIONS IN TEMPORARY OFFICE

Secretary General Occupies Rooms in London Near House of Commons.

LONDON, May 31.—Temporary headquarters of the League of Nations has been opened here with democratic simplicity. It consists of a barren suite of rooms in a building near the House of Commons. There is a staff of half a dozen typists, a few desks and one telephone.

Lord Colum O'Riordan-Stuart, Secretary to Sir Eric Drummond, Secretary-General of the League, is in charge. Drummond is preparing the provisional scheme of organization and selecting the personnel of the secretariat.

Among the first duties of the secretariat will be to arrange the first meeting of the League in Washington and appoint certain commissions, which must be set up within fifteen days after ratification of the treaty, such as the Saar boundary commission.

NO GERMAN WOULD SIGN TREATY, SAYS BERNSTORFF

Equivalent to Death Sentence of Fatherland He Asserts in Interview.

BERLIN, May 31 (Associated Press).—"No German can be found who would attach his name to a document equivalent to a death sentence to the Fatherland," said Count von Bernstorff in a statement regarding a press report from Paris that it would be easier to

get him to sign the treaty than Count von Brockdorff-Rantzau.

"If our opponents sincerely wish peace," he continued, "there is only one way—to amend the unacceptable and unpalatable stipulations of the treaty."

REDS EVACUATE ORENBURG, ONE OF THEIR STRONGHOLDS

LONDON, May 31.—The evacuation of Orenburg, one of the last Bolshevik strongholds in southeastern Russia, is suggested in a Russian official wireless message received to-day from Moscow.

The message says that to the west of Orenburg the Bolsheviks abandoned Tattkevo "under enemy pressure."

The Russian wireless adds that the Bolsheviks drew back their flank to the Orenburg-Samara railway line.

A telegram from Omsk received in London Wednesday said that on May 21 the Siberian troops of the Kolchak Government were storming Orenburg. Occupation of Orenburg by the Kolchak forces will be a serious blow to the Bolshevik position in southeastern Russia. It was through Orenburg that the Bolsheviks maintained communication with Turkestan and China.

From Orenburg as a base the Kolchak Government will be able to join fronts with the Ural Cossacks in the region of Uralsk and thence with Gen. Denikine.

FIRE IMPERILS 350 WOMEN AND CHILDREN AT CONEY

Policemen Fight Flames and Rescue Inmates of Sea Breeze Home Before Firemen Arrive.

More than 350 excited women and frightened children fled safely out of the Sea Breeze Home, West 29th Street and Surf Avenue, Coney Island, to-day, when flames were discovered shooting from the rafters at the east end of the structure. The cause of the blaze is being investigated.

Before the engines could respond to the alarm, Policemen Peter Daley and Sgt. John Keyes of the Coney Island Station rushed to the home and with axes and the fire hose of the Home succeeded in putting out the blaze.

Excited residents living near the Home sent in a call for the Police Reserve. Sgt. Keyes and Patrolman Daley aided the nurses and mothers in the Home in getting the children to places of safety. The Sea Breeze Home is maintained by a charity organization for poor mothers and their children of Greater New York.

BOY FALLS 5 FLOORS; LIVES.

Conscious After Plunge Down Elevator Shaft.

While repairing a dumb-waiter at No. 175 West 25th Street to-day William Zoegle, thirteen, son of the janitress of the building, slipped and fell five stories in the shaft. He was conscious when picked up, but suffered multiple contusions and bruises about the head and body. He was taken to Knickerbocker Hospital, where Dr. Seer declared he had an even chance of recovery.

WIFE SUES PLAYWRIGHT.

Alleging that her husband withheld from her fact that he had a wife living at the time of their marriage, Adele G. Stoddard started suit to-day in the Supreme Court to recover \$50,000 from George E. Stoddard.

The plaintiff alleges that Stoddard is a man of large means and is the author of a play now running at the Knickerbocker Theatre.

PHONE COMPANIES FACING A CRISIS, CONGRESS IS TOLD

A. T. & T. Official Says U. S. Control Caused Large Demands for More Pay.

WASHINGTON, May 31.—Government control of the telephone and telegraph properties resulted in larger demands for wage increases than would have been made if telephone and telegraph companies had continued under private operation, N. C. Kingsbury, Vice President of the American Telephone and Telegraph Company, told the House Interstate Commerce Committee to-day at its hearings on legislation for return of the wires.

"Under this public operation has the Government received anything that it would not have received from private operation?" Mr. Kingsbury was asked.

"I know of nothing," was the reply. Declaring telephone companies "are facing a crisis," Mr. Kingsbury urged that Congress in returning the companies pass legislation continuing the Government-fixed rates, both interstate and intrastate, until proper authorities might determine whether they were just. Without this legislation, he said, the companies would suffer heavy loss.

Committeemen expressed doubt that Congress could fix rates to be enforced after the proclamation of peace, but Mr. Kingsbury said he believed it could be done under Congress's war powers, as conditions brought about by the war still would exist.

Mr. Kingsbury presented a copy of a proposed bill which would guarantee to the telephone companies compensation for the period under Federal control and also the continuation of present rates. The Government's deficit in operating the Bell telephone system is approximately \$9,000,000, Mr. Kingsbury said, due to the fact that the Government could not get the rates increased in time to meet higher operating costs.

Edward Reynolds, General Manager of the Postal Telegraph-Cable Company, asked for immediate return of the company's property without remedial legislation and opposed legislation keeping present rates in effect. He said the public is paying extra charges of from \$60,000 to \$75,000 a day on telegraph service.

ELSIE JANIS BACK AFTER TWO YEARS WITH DOUGHBOYS

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correspondent, has written one recollection of the work of Miss Janis:

"On a stormy night in the spring of 1917 Miss Janis set about 5,000 American soldiers wild with enthusiasm by a sensational entry into an impromptu place of entertainment; back of the lines on the S. O. S. The town, if memory functions correctly, was Nerves. The place selected for the entertainment, to be given by Miss Janis, with the aid of a volunteer soldier pianist, was an immense railroad repair shop.

"The audience sat on machine guns or on the concrete floor or swarmed aloft and perched on cranes or the beams supporting the arched roof. The little stage was built over a railroad track running down the middle of the shop.

"When the audience was assembled there was heard just outside the hoarse woot of an American locomotive. The big doors swung open and in moved a majestic Baldwin engine with Elsie Janis, dressed in white and waving two American flags, riding on the cowcatcher. The American locomotive proceeded along the track to the stage and Elsie stepped off, turned a couple of handspikes and started in to sing, but it was ten minutes before she could be heard in the tumult of applause. She was the first entertainer to invade that area."

Miss Janis wound up her public service by giving two entertainments to the 10th Sanitary Train and the 1,600 casualties who returned on the Rotterdam.

"And now," she said, "I'm tired, I'll say. And I am going home to Tarrytown and put my feet on the mantelpiece and rest."

Two (and a half) friends of the actress went down the bay to meet the Rotterdam. They had big "Welcome Home Elsie" streamers along the rails. They did not get near enough to the steamship for Miss Janis to see who her friends were, but she said she thought it was altogether nice of them to be so cordial.

2,000,000 B. R. T. Fare Memorial Day.

Nearly 2,000,000 passengers paid their tickets to ride on the subway, elevated and surface lines of the Brooklyn Rapid Transit Company yesterday. The company reported it one of the largest days' business in its history. During the day 300,000 were conveyed to Coney Island.

300 Couples Seek Marriage Licenses.

Despite the high cost of living 300 brave souls with fair ladies applied to-day for marriage licenses at the Brooklyn Bureau. Many were soldiers and sailors who had returned from the war.

WOMAN FLYER'S TRIP FROM CAPITAL "SIMPLY PERFECT"

Mrs. Ernest E. Harmon Says No More Autos or Railroad Trains for Her.

As far as Mrs. Ernest E. Harmon is concerned, Mr. Hines can take his little old system of railroads and throw it—trains, rails and everything—right into the junk heap. In the future Mrs. Harmon is going to do all her travelling via the air.

For to-day Mrs. Harmon is the proud possessor of the distinction of being the first woman to fly from Washington to New York, having made the trip yesterday seated beside her husband, First Lieut. Ernest E. Harmon, who was piloting a big Martin bombing plane.

At the Vanderbilt Hotel, where Mrs. Harmon went after the arrival of the machine at Mineola, she said to-day that her trip had been "simply perfect." She is man—pardon, woman—enough to admit that during a certain part of the flight she became slightly airsick.

"But," she added hurriedly, "it was quite worth it for all that, because of strong head winds, the trip took two hours and forty-five minutes, it was simply perfect and I am fully determined that in the future I shall travel by air only."

"In fact I'm through now with automobiles also. If hubby comes around on Sunday with the little flier I'll climb right back for an aeroplane and in I'll pile with our young hopeful, the dog, the cat and 'a rubber plant and off we'll go for a hop."

Mrs. Harmon was dressed in the regulation air service "Teddy Bear" suit and wore helmet and goggles. The air, she says, was perfect until they were over Philadelphia when cross currents appeared and from there on the big plane joggled about like a cork in a whirlpool. It was then that she got airsick and Lieut. Harmon and the other passengers admit that they became slightly seasick also.

Mrs. Harmon and her husband, who live in Washington, will return to that city to-morrow in the bomber. With them will fly Col. Robert E. O'Brien, Col. William C. Sherman and Major Raymond Walsh, who made the trip with them to this city.

VERDICT FOR SOCIETY WOMAN IN \$10,000 SLANDER SUIT

Miss Irene Lewisohn Acquitted of Charge Made by Mother of Girl in Former's Dancing Class.

Miss Irene Lewisohn, society woman and banker's daughter, of No. 45 Fifth Avenue, was to-day awarded a judgment of \$10,445 against Mrs. Jennie Batkin, mother of Rose Batkin, a thirteen-year-old dancing prodigy to whom Miss Lewisohn has been teaching in the Neighborhood playhouse founded by the Lewisohn family.

The judgment is for costs in a suit against the society woman for \$10,000 damages for alleged slanderous statements made by Miss Lewisohn about Rose. Thieves had pilfered purses and jewelry from wraps left in the coat room and in an effort to trap the thieves a decoy purse was placed in the pocket of a coat of Miss Batkin. Moore also in a newspaper. It is alleged that Rose Batkin handled the coat and afterwards it was found that the purse had disappeared.

Miss Lewisohn questioned the girl and then called on her mother "in the true interests of the child," to use Miss Lewisohn's own phrase.

The mother alleged that Miss Lewisohn called her a thief and accused her of stealing the purse. The society woman's attorneys contended that Miss Lewisohn had not made the accusations publicly and there was no slander and the court accepted this view, dismissing the complaint and assessing costs against Mrs. Batkin.

WIDOW ENDS LIFE IN GRIEF FOR SOLDIER HUSBAND

Daughter of Wm. J. Wolgus Was Proprietress of Yum Yum Cafe in Greenwich Village.

Sorrow due to the death on a returning transport of her husband, Sergeant Clarence H. Smith, caused Mrs. Mary Wolgus, proprietress of the Yum Yum Cafe at No. 184 West Fourth Street, the heart of Greenwich Village, to commit suicide. Alleen Alene, an artist, student, and James Sloan, an artist, found her in the apartment at No. 11 West Eighth Street, gas flowing from a floor jet.

Wm. J. Wolgus, of No. 165 Broadway, her father, and other friends told Patrolman Frank Crepusco of the 10th Street Station she had threatened to kill herself. The medical examiner pronounced it suicide. She is survived by two children, living with friends in New Jersey. Sergeant Smith was buried with military honors at White Plains in March.

300 Couples Seek Marriage Licenses.

Despite the high cost of living 300 brave souls with fair ladies applied to-day for marriage licenses at the Brooklyn Bureau. Many were soldiers and sailors who had returned from the war.

"GOODBY TO FLIVVERS," SAYS WOMAN AFTER FLIGHT HERE FROM WASHINGTON



MRS. ERNEST E. HARMON

340,000 SOLDIERS BACK THIS MONTH BEAT OUT-GO MARK

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order the rolling stock and tracks which had given out under the strain, with no men or materials for restoring them.

"At La Rochelle a plant for assembling cars shipped knocked down from the United States was erected; a similar plant for assembling locomotives was established at St. Nazaire. After a time locomotives, completely built were shipped to St. Nazaire to have time and labor there were carried on special ships. In spite of the enormous shipments of materials there was never a time when there was any prospect of a surplus over the urgent needs of the army."

As an example of the extent of the work undertaken, Gen. Atterbury mentioned the project at Givres, where 244 miles of track were planned, with 1,162 turnouts or sidings over 4,000,000 square feet of covered warehouses and over 10,000,000 square feet of open storage space. More than half of this big yard had been finished when the armistice was signed. The plant covered 2,600 acres. This was only one of the centres of the American Army, each of which was bigger than anything of the sort the world had ever known.

Other passengers on the Rotterdam were Herbert H. Brooker and Alexander Legge, attaches of the American Peace Commission; B. J. Boremdas of the Dutch Legation at Washington, Gen. L. Mellin, physician to the Belgian royal family; Prof. L. Noef of Liege University, a Lieutenant Colonel in the Belgian Army; Francis R. de Schodnhole, a Siberian delegate to the Peace Conference; Thomas A. Wilson, Chicago packer; Arthur G. Leonard, President of the Union Stockyards in Chicago, and Bunji Sijuki of the Japanese Federation of Labor, who has been at the Peace Conference and will attend the convention of Labor at Atlantic City next week.

Mr. Wilson and Mr. Leonard have been studying food conditions in Germany, Italy and France. They found the fat and meat situation in Germany critical, they said, and in Germany of fifteen square miles food there was an average of but one and a half head of cattle, one horse and one hog to the square mile.

PREMIER U. S. AIR UNIT RETURNS ON LOUISVILLE DAY AHEAD OF SCHEDULE

Capt. Eddie Rickenbacker to Welcome His Famous Flyers at Dinner Tuesday.

The transport Louisville slipped in from Brest at 2:15 A. M. to-day, twenty-four hours ahead of time, with one of the most famous American outfits of the war—Capt. Eddie Rickenbacker's 94th Pursuit Squadron, the American front, which brought down sixty-nine German planes and many observation balloons, and lost ten killed, five wounded and three taken prisoner.

This outfit, which was commanded by America's ace of aces, Capt. Rickenbacker, adopted the red, white and blue "hat in the ring" insignia, which soon came disagreeably and frequently familiar to the Germans. Machines so marked had the credit of bringing down the first and last German planes bared during American participation in the war.

Among the fliers in the 94th were

Major Raoul Lufberry, who was killed, and Capt. James Norman Hall, author of "Kitchener's Mob." Among the aces who came back on the Louisville were H. Weir Cook of Indiana, Sam Kaye of Mississippi, and Joseph Dawson, Willie Palmer and John Jeffers of Los Angeles.

A committee headed by Eddie Rickenbacker was to have met the Louisville, but failed to connect. However, Capt. Eddie will preside at a dinner to be given for his boys next Tuesday night by the American Flying Club.

The 94th Pursuit Squadron first went into action on Feb. 27, at Chateau-Thierry and their special "meat" was Rickenbacker's Flying Circus, with which they battled from the start, followed them to Rheims and finished them at the Argonne. He was succeeded by Capt. James Norman Hall, who was followed by Capt. Rickenbacker. Major Reed M. Chambers brought the flyers home.

Major Chambers has been awarded the D. S. C. four times. He wears also the French cross of War and has been decorated by the Legion of Honor. Out of the men who returned all but twenty have been decorated.

Besides the 94th, the Louisville had aboard 1,877 military passengers, the 34th and 6th Photo Sections; 23d, 24th, 100th and 212